



Hongkong Daily Press

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom.

THE RAYS OF THE SUN
ARE RECOMMENDED BY
BY LINDS
CROOKES' GLASSES
SUPPLIED BY
N. LAZARUS
OPHTHALMIC OPTICIAN
25, QUEEN'S ROAD CENTRAL, HONGKONG.
Prescriptions carefully filled.

No. 19,081. 號一十五零千九萬一第 日一廿月五年未己 HONGKONG, WEDNESDAY, JUNE 18th, 1919. 三拜禮 號八拾月六年捌國民華中. PRICE, \$3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Bags 75 lbs. net.
In Bags 50 lbs. net.
SHEWAN, TOMES & CO.
General Managers.

AQUARIUS WATERS.

Shipped by the

AQUARIUS CO.,

SHANGHAI.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.

15, QUEEN'S ROAD CENTRAL.

Telephone No. 75.

CARTRIDGES! CARTRIDGES!

CARTRIDGES!

NEWLY ARRIVED.

SPORTING CARTRIDGES,
12, 16 and 20 bore. Loaded
with E. O. Powder, a powder
which gives universal satisfaction.
THE HONGKONG SPORTING ARMS
AND AMMUNITION STORE,
Nos. 5-9, Beaconsfield Arcade.

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

Hongkong.

FURNITURE AND PHOTO GOODS

GLASS ENGRAVING, SIGN-BOARD AND
MIRROR MAKING.
CANTON MARBLE IN VARIOUS SHADES.
Photographic Goods of Every Description
in Stock.

DEVELOPING, PRINTING AND ENLARGING
UNDERSTANDING.
TELEPHONE 1215.

PEAK TRAMWAY COMPANY

LIMITED.

TIME-TABLE

WEEK DAYS

7.00 a.m.	to 8.00 a.m.	Every 15 minutes
8.00	to 9.00	" 10 "
9.00	to 10.00	" 15 "
10.00	to 11.00	" 15 "
11.00	to 12.00 noon	" 15 "
12.00 noon	to 1.00 p.m.	" 15 "
1.00 p.m.	to 2.00	" 15 "
2.00	to 3.00	" 15 "
3.00	to 4.00	" 15 "
4.00	to 5.00	" 15 "
5.00	to 6.00	" 15 "

HOLIDAY DAYS

7.30 a.m.	to 8.00 p.m.	Every 15 minutes
8.00	to 11.30 p.m.	Every 30 minutes
11.30	to 12.00	11.45 p.m.

EXTRA CAR-12.00 MIDNIGHT

SUNDAYS

7.30 a.m.	to 10.30 a.m.	Every 15 minutes
10.30	to 11.00	" 10 "
11.00	to 12.00 noon	" 15 "
12.00 noon	to 1.00 p.m.	" 15 "
1.00 p.m.	to 5.30	" 15 "
5.30	to 6.00	" 10 "
6.00	to 6.30	" 15 "
6.30	to 8.00	" 10 "

HOLIDAY DAYS

As on Week Days.
SPECIAL CARS by arrangement at the
Company's Office, Alexandra Building, Des
Voeux Road Central.

Buses and motor vehicles available for all
sorts of work, already full running at the time
called in the Company's time-table, but not
for special cars, can be obtained on applica-
tion at the Company's Office. No Buses
detain will be allowed until payment therefor
has been made in Bank Notes or by Cheque,
or Comprode Order, representing Bank
Notes.

JOHN D. HUMPHREYS & SON,

General Managers.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after THURSDAY, NOVEMBER 7th, 1918, until further Notice.

DOWN TRAINS.

Stations	No. 1 Through Express a.m.	No. 2 Local a.m.	No. 3 Through Express a.m.	No. 4 Local a.m.	No. 5 Through Express a.m.	No. 6 Local a.m.	No. 7 Through Express a.m.	No. 8 Local a.m.	No. 9 Through Express a.m.	No. 10 Local a.m.	No. 11 Through Express a.m.	No. 12 Local a.m.	No. 13 Through Express a.m.	No. 14 Local a.m.	No. 15 Through Express a.m.	No. 16 Local a.m.	No. 17 Through Express a.m.	No. 18 Local a.m.	No. 19 Through Express a.m.	No. 20 Local a.m.	No. 21 Through Express a.m.	No. 22 Local a.m.	No. 23 Through Express a.m.	No. 24 Local a.m.	No. 25 Through Express a.m.	No. 26 Local a.m.	No. 27 Through Express a.m.	No. 28 Local a.m.	No. 29 Through Express a.m.	No. 30 Local a.m.	No. 31 Through Express a.m.	No. 32 Local a.m.	No. 33 Through Express a.m.	No. 34 Local a.m.	No. 35 Through Express a.m.	No. 36 Local a.m.	No. 37 Through Express a.m.	No. 38 Local a.m.	No. 39 Through Express a.m.	No. 40 Local a.m.	No. 41 Through Express a.m.	No. 42 Local a.m.	No. 43 Through Express a.m.	No. 44 Local a.m.	No. 45 Through Express a.m.	No. 46 Local a.m.	No. 47 Through Express a.m.	No. 48 Local a.m.	No. 49 Through Express a.m.	No. 50 Local a.m.	No. 51 Through Express a.m.	No. 52 Local a.m.	No. 53 Through Express a.m.	No. 54 Local a.m.	No. 55 Through Express a.m.	No. 56 Local a.m.	No. 57 Through Express a.m.	No. 58 Local a.m.	No. 59 Through Express a.m.	No. 60 Local a.m.	No. 61 Through Express a.m.	No. 62 Local a.m.	No. 63 Through Express a.m.	No. 64 Local a.m.	No. 65 Through Express a.m.	No. 66 Local a.m.	No. 67 Through Express a.m.	No. 68 Local a.m.	No. 69 Through Express a.m.	No. 70 Local a.m.	No. 71 Through Express a.m.	No. 72 Local a.m.	No. 73 Through Express a.m.	No. 74 Local a.m.	No. 75 Through Express a.m.	No. 76 Local a.m.	No. 77 Through Express a.m.	No. 78 Local a.m.	No. 79 Through Express a.m.	No. 80 Local a.m.	No. 81 Through Express a.m.	No. 82 Local a.m.	No. 83 Through Express a.m.	No. 84 Local a.m.	No. 85 Through Express a.m.	No. 86 Local a.m.	No. 87 Through Express 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ANGLO-AMERICAN COMMERCE

U.S. AMBASSADOR'S SPEECH.

The anniversary banquet of the Association of Chambers of Commerce of the United Kingdom was held on April 15th, at the Connaught Rooms, London. The banquet was presided over by Mr. E. Marville, M.P., who had on his right and left respectively the American Ambassador, Mr. John W. Davis, and the Minister of Labour, Sir Robert Horne, M.P.

Admiral Sir Doveton Sturdee, responding on behalf of the Navy to the toast "His Majesty's Forces," spoke of the maintenance of our sea communications as a matter of life and death. Sea power had always asserted itself, and it was his opinion that we should maintain a Navy superior to that of any other single power. (Cheers.)

General Sir Henry S. Rawlinson, responding for the Army, attributed our military success, despite the lack of preparation, to the fact that the British blood flowed in our veins, to the great personalities and leaders the war had brought to the front—Kitchener, French, Haig, Allenby, Maude, Foch, and private Thomas Atkins—(cheers)—and to the provision of adequate munitions. With the latter he specifically associated the Prime Minister, his greatest pride was that he was born a Briton. (Cheers.)

"Anglo-American Commerce," was proposed by Sir Algernon F. Firth, who remarked that the practical immunity from loss of the Asiatic races during the war was bound to result in serious commercial competition from that direction in the future. This required greater co-operation between the Anglo-Saxon race, which involved absolute frankness between the peoples, and the most complete goodwill. (Cheers.)

BRITAIN'S FUTURE

Responding, the American Ambassador commented on the fact that the topic had been placed midway between "His Majesty's Forces" and "His Majesty's Ministers," and wondered whether this was the result of accident or design. Could it have been intended, on the one hand, to suggest that commerce followed the flag, or was it a gentle hint that Ministers would reckon with the sword and the purse. Or was it a recognition of the fact that, but for the heroic efforts of his Majesty's Forces in the last four years, without the stern gallantry of British troops in every theatre of the war, and without the tireless vigil of the British Navy upon the desperate seas, Anglo-American commerce would be today, with all the other things we held most dear, in vast and overwhelming ruin?

There was no field, moreover, in which the harvest of their labours would more certainly be gathered than in that of Anglo-American commerce. The war phrase included a large, perhaps the larger, part of what they called Anglo-American relations, and with it Anglo-American friendship was closely intertwined. Commerce was the touchstone of the relation between two countries, for it was nothing other than a friendly friendship translated into action. Applying this test, there was no room to doubt the underlying sentiment, which Great Britain and the United States entertained for one another. There were no two nations in all the world whose commercial intercourse had become more close and intimate, and whose financial dependence upon one another was more strongly marked. That this had been true throughout the war occasioned no surprise, but the years of peace which preceded would show that the best customer, which the United Kingdom had had in the field of foreign trade had been the United States, and that the best customer of the United States had been the United Kingdom. No two independent peoples, living on the nations of the earth were more concerned in each other's prosperity and welfare, and had more to fear from each other's misfortune or distress. (Cheers.)

It was a profound fallacy to assume that profit could be located only on the books of the seller. On the contrary, men sold themselves into slavery, quite as often as they bought their way into bankruptcy. The successful man was he who sold at a fair profit all he could produce, and bought at no more than a fair price what he might need. Nor should one's enthusiasm be dampened in the least by the reflection that in many lines of trade we had been, and would be, competitors, not to be, competitors in the markets of the world. There was room enough, surely, on a needy planet for them both. The whole world was clamouring for better living conditions, and the only way in which they could be provided was by increased production and better distribution.

"I have no fear that within any time that can now be foreseen," he said, "the world's production will outrun its needs, and I should not like to believe that there is any man in your nation, or in my own, whose energy is not quickened and whose faculties are not stimulated by fair, open and honest competition; or that there is anyone so steeped in folly as to believe that his only method of success is to outdo his competitor in the misfortune of his competitor. Least of all can it be true when his competitor is at the same time, his customer, with whom his own prosperity is inseparably linked. In a generous rivalry between the men of commerce of Great Britain and America there is blessing for themselves as well as for mankind."

Unquestionably, said Mr. Davis, the war had brought many new problems which must be confronted. It had laid all of us with burdens of restoration and reconstruction, which were not to be won over at when one reflected that four long years had been spent in demonstrating how much easier it was to tear down than to build up. In addition to domestic questions, the whole habit and structure of international credit had been profoundly disturbed, and extraordinary methods might be needed to restore it before commerce came into its own again. Certain factors in the earlier situation had profoundly altered, and certain sources of production and supply had disappeared. He must be a prophet, and something more, who could say at this moment to what extent the foundations of the world's trade had been shaken by the cataclysm.

"But I am sure," he went on, "that the great calamity which flows between Great Britain and America has no more been stopped or diverted by the storm."

(Continued at foot of next column.)

MILLIONAIRE STRIKE LEADER

Dr. Schröder, for 29 years one of Hamburg's leading jurists, a millionaire, and a connexion of the Schröder Bank in London, is the leader and originator of the Hamburg strike, against the sailing of ships to each food (says a recent report). Dr. Schröder, with the aid of Dr. Lauffenberg and a German-Russian Bolshevik named Sturm, has both organized and financed the Spartacist movement in Hamburg since November 10th. Most of the funds are, however, provided by Sturm.

The Seamen's Union, which is opposing the sailing, consists largely of unemployed who have no connexion with the sea except in name. The object of the Spartacists and their Bolshevik allies is to prevent food from coming into Germany at all costs, since experience has already shown that Bolshevism has very little chance among Germans as soon as fats and other foods arrive.

An interesting illustration of this was provided at Danzig when the first American supplies were distributed. A Spartacist outbreak had been arranged for a certain day, and reports of the secret police showed that the adherents were many. On the day before the intended outbreak the American Commission arranged hurriedly for the issue of a certain quantity of fats and other foodstuffs from supplies already landed.

No outbreak occurred, and the next day reports of confidential agents showed that the number of would-be strikers had been reduced to less than one-fifth of the original number.

The Hamburg propaganda, especially Sturm's, urges that it makes no difference to Germany whether she fulfils her agreements with the Entente or not, since an alliance with Soviet Russia is not only possible, but offers easier conditions and the chance of obtaining food from Western Europe by force and without payment. Dr. Schröder's propaganda consists mostly of attacks on Entente capitalism. He has several times declared that his adherents would resort to sabotage to prevent the sailing of ships.

KAISER'S TWO ESCAPES

NEARLY HOBOMED BY BRITISH AIRMEN.

The Daily Chronicle claims to be authoritatively informed that twice during the war the Kaiser narrowly escaped being killed by British airmen and, curiously enough, on both occasions it was the same squadron—No. 55—which so nearly accomplished the deed.

On Christmas Eve, 1917, the squadron was carrying out one of its regular raids on the railway station, which was hit by several heavy bombs, which wrecked it, destroyed the permanent way and completely blocked all traffic. Only 30 minutes before the bombs fell the Kaiser and his staff, on the way from the Verdun Front to Berlin, had passed through the station in the Imperial train, being actually the last train through.

The second escape took place on May 17th last. Between 4.35 and 4.50, twelve machines of No. 55 Squadron attacked the main station and the railway triangle at Metz Sablon.

Fortunately for the Kaiser the alarm had reached him in time, and his train was stopped at Thionville, only 16 miles distant, and he and his suite took cover.

than has the Gulf Stream itself been blown out of its accustomed course, and if I may be permitted, I should like to venture the prediction that rebuilding and reconstruction will come nowhere sooner than in those islands where British habits of industry, British endurance, and British courage, and that spirit of adventure and enterprise which has carried your flag around the world, can be relied upon to serve the task. You have been great in war; that you will be great in peace as well as man who knows the past or present history of Great Britain can permit himself to doubt." (Cheers.)

INCREASED PRODUCTION.

Sir Robert Horne, responding to the toast of "His Majesty's Ministers," said it was obvious that the revival of trade was not coming so quickly as we could have wished. Enterprise was hanging back, and one of the results was unemployment. One of the great difficulties in connection with the work of the employment agencies was that employers did not take the trouble to notify them of any vacancies they had to offer. He hoped that would be remedied. The Government was no longer responsible for restrictions which impeded the development of commercial relations; for recently, every branch of production had been withdrawn from our export trade, except to the blockade area. There was only one remedy for that maintained restriction—the signing of peace, and there was indication that that was not now far distant. Uncertainty did more to paralyse trade than even an ascertained evil. Everybody was waiting for events. They did not make bargains until they saw what was to happen to prices. He did not think we were going to see very much drop in prices in the immediate future. With regard to wages there was certainly now as to what was to happen, because the Government had had time, in response to the resolution of the Industrial Conference, to continue the Interim Wages Regulation Act until the end of this year, so that wages would remain at the same level as they had been since the armistice. The most uncertain factor in the whole situation was labour, but he was full of hope that we had passed that of the worst period. He thought that if the Government legislated on the lines suggested at the Industrial Conference it would exercise a very mollifying influence upon the whole condition of the industrial life of the country. Output was the crux of the whole situation. (Cheers.)

Production, vast production, was the only thing that could make this country prosperous again. The theory of the limitation of production was the most pernicious that could be promulgated in the business of a country. (Cheers.)

THE BOLSHEVIST'S

PROGRAMME AS EXPUNDED BY LENIN.

Nikolai Lenin, the Premier of the Russian Soviet Republic, issued a "Programme Address" in April, 1918, to the Russian people, which has since been translated into English and republished in America. Doubtless, says the New York Outlook, Lenin expected, and probably intended, this programme to find its way to a possibly wide circulation in other lands. Nevertheless its apparent frankness entitles us to regard it as the most authoritative interpretation of the avowed aims of what Lenin calls the "Communist party," but is generally known as Bolshevism. The following is an abstract of this programme, given, as far as practicable, in the author's words. The italics are always his.

The revolution of 7th November, 1917, following the previous revolution earlier in the year which overthrew the Czar, established the fact that the majority of the Russian people are convinced Bolshevists; but it left unsettled their most urgent problem, which characterizes the present period. This is "the management of the management of Russia." "We have won Russia from the rich for the poor," now it is up to us to manage Russia. To do this it is necessary to learn wisdom from our opponents. "Keep accurate and conscientious accounts; conduct business economically; do not loaf; do not steal; maintain strict discipline at work. These slogans, which were justly ridiculed by revolutionary proletarians when they were used by the bourgeoisie to cover its domination as a class of exploiters, have now, after the overthrow of the bourgeoisie, become the urgent and principal slogans." To realize these slogans is "the sole condition for the salvation of the country"; but this is not sufficiently comprehended.

The revolution was followed by "a good deal of unconscious anarchy" increased by "bestiality and barbarity." "We have not yet conquered capitalism. It is absolutely necessary to continue the attack on this enemy," but also "it is necessary to halt the offensive for the present," but only to recuperate and prepare for further battle. "The Red Guard attack on capitalism was not at that time absolutely dictated by the circumstances." But "we have been winning by methods of suppression. We will be able to win also by methods of management. We should be able to change the methods of fighting with the change of circumstances."

For this management of Russia "it is becoming urgent for the proletarian state authority to make use of the bourgeois specialists for the purpose of re-plotting the soil so that no bourgeoisie can grow on it." Without the direction of experienced specialists "the transformation toward Socialism is impossible." This will require the payment of "a very high remuneration for the services of the highest of the bourgeois specialists." This, it is true, is clearly a defection from the Communist principle that high salaries must be reduced to the standard of wages of the average worker. This policy of hiring the services of bourgeois specialists may involve an expenditure of 50,000,000 roubles a year; but the people will not object, for "the sooner we ourselves, workers and peasants, learn better labour discipline and a higher technique of toil, making use of the bourgeois specialists for this purpose, the sooner we will get rid of the need of paying tribute to these specialists."

This reorganization of Russia will also require the nationalization of the banks, the monopolization of foreign trade, and the payment of some tribute to foreign capital during a certain transition period. Also "we must substitute for the contributions exacted from the bourgeoisie steadily and regularly collected wealth and income taxes, which will give more to the proletarian state, and which requires of us greater organization and better regulated accounting and control." "The introduction of obligatory labour service could be started immediately." "Of labour service for the rich," and "the introduction of a labour record book and a consumption-budget record book for every bourgeois, including the village bourgeois." This "would be a long step forward toward a complete siege of the enemy, and toward the creation of a really universal accounting and control over production and distribution."

This necessity involves "proletarian dictatorship" in opposition to "bourgeois-anarchistic freedom." On the necessity of a struggle to instill into the masses the idea of the Soviet state control Lenin lays great emphasis. "This is not adequately emphasized in our agitation, and is not given sufficient thought and advanced workers and peasants." "Anything less than rigorous, universal, thorough accounting and control of grain and of the production of grain, and later also of all other necessary products, will not do."

CHINESE AT WINDSOR.

UNCEREMONIOUS RECEPTION BY KING AND QUEEN.

What the King and Queen thought of the ten Chinese interpreters whom they received at Windsor Castle is not on record, says the Daily News. What the Chinese interpreters thought of the King and Queen was that they were the nicest and most affable rulers any country could have.

The ten who exchanged smiling salutations with the King and Queen make up the thirteenth party which has come over from the battlefields of France on a fortnight's leave, under the auspices of the Y.M.C.A. and with the approval of the War Office. Being interpreters, they are all men of some education. When a Daily News representative found them on the steps of St. Paul's Cathedral they declared themselves delighted with all they had seen in this country.

ROYAL AFFABILITY.

"Disappointed!" repeated Mr. Henry Ming Show, in reply to a question as to the effect the absence of ceremonial at Windsor Castle had upon their eastern bands. "Quite the opposite. If we had been in China under the old dynasty nobody could have been allowed to stand in the presence of the ruler; and here were the King and Queen of England walking about and laughing and talking just like any other lady and gentleman. We thought it was fine. It impressed us very much indeed."

They were the guests at Windsor Castle of Princess Alice, and the King and Queen came specially to see them. "Japanese!" the Queen was heard to remark to the King, and all the racial pride of these cheerful yellow men swelled up against the misunderstanding. "Ah, no, no, no, Chinese," they protested. The Queen laughed and bowed, and the interpreters smiled back at her. They chuckled heartily as they recalled their protest.

WONDERS OF LONDON.

The painted ceilings at Windsor won their special admiration. "I think the most wonderful thing in London," said Mr. Wing Fu-chang, "is your transport. But it is all wonderful."

"Even the architecture!" said the Daily News representative. "Oh, yes," came the chorus response. They appeared almost pained by the idea that anyone could doubt it. "We cannot say too much in praise of your people," said Mr. Wang Wei-ping. "We think they are very smart, very honest, very polite, and very kind indeed to the Chinese. Especially the ladies," said Mr. Chow.

The interpreters have been doing very important work with the Chinese labour corps just behind the lines in France.

dictatorship is an iron rule, with revolutionary daring and swift and merciless in the suppression of the thugs (hooligans). And our rule is too mild, quite frequently resembling jam rather than iron. Nor will the courts put any limits on this dictatorship, for the court is an organ of the rule of the proletariat and of the poorest peasantry. There will be nothing, therefore, to interfere with the realization of Lenin's conclusion that there is therefore absolutely no contradiction in principle between the Soviet (Socialist) democracy and the use of dictatorial power of individuals," and that the "revolutionary demands the absolute submission of the masses to the single will of those who direct the labour process."

This dictatorship is to control all industries: not only the mines and the factories, but the railways—dictatorial or unlimited power of the railways has already been granted to individual directors—the shipping and agricultural. It also controls the press. "We must systematically endeavour to—along with the merciless suppression of the thoroughly dishonest and insolently slanderous bourgeois press—work shall be carried on to create a press which will not flatter and fool the masses with spurious political trifles."

To complete this report it must be added "that the electorate comprises the toiling and exploited masses—that the bourgeoisie is excluded." The foregoing, we believe, is a fair summary of Lenin's doctrine of Bolshevism. Will this dictatorship, which Lenin advocates and which Bolshevism would establish, extend to private life? Will it regulate the homes, the food, the clothing, and amusements of the masses, as communism endeavoured to do in France after the Revolution? Will it control the artists, the musicians, the authors, the doctors, and the lawyers? Will it furnish any protection to women and children? Will it provide for the free education of the children? Will it protect religious liberty, or will it permanently prohibit throughout Russia public worship, as it is reported that it now prohibits worship in some Russian localities? How will the profits of the state-directed industries be distributed? How shall the dictator or the dictators who are to control all the industry, if not all the life of the people, be appointed? To these questions Lenin's communist programme furnishes no answer.

We here restate in five sentences the fundamental principle of Bolshevism as we gather them from this official programme issued by the Premier of the Bolshevik Republic: "Private property is abolished. The farmers, the artisans, the miners, the railway men, the shippers, the printers, and the editors are all employees of the State."

The State is under the absolute control of a dictator or a group of dictators. The free Press is abolished and a state-controlled Press takes its place. Only the hand-workers are allowed to vote; the middle-class, including all property-owners and all engaged in trade, are denied any participation in the government. The questions, How the dictator or dictators shall be appointed, How the profits of industry shall be divided, What provisions shall be made for art, music, literature, education, religion, and the like are for the present postponed.

(Continued at foot of next column.)

CANTON NEWS.

CANTON, June 17th.

THE CIVIL GOVERNORSHIP.

Following the demobilisation of the Shihing troops, the Civil Governor, Chak Wong, who is also the Chief Commander of the Shihing troops, is being detained in the Tuchun's yamen, as the Tuchun is afraid that Chak will oppose his plans.

It is said that the Tuchun proposes to appoint Yeung Wing-tai (the Treasurer) as Chak's successor, but Shum Chun-huen wishes to give the position to Commander Li Kan-yuen.

All the property of the ex-Civil Governor, Li Yew-hon, estimated at a value of two million dollars, have been confiscated.

In addition to the Magistrate of the Sun-wai district, who was shot by the Kwangsi troops, on the allegation that he was one of the supporters of Li Yew-hon, we learn that the Magistrate of the Sze-wai district met with the same fate. Other officials who have had dealings with Li or who were appointed by him, are tendering their resignations.

THE SITUATION IN KWANGTUNG.

The situation in Kwangtung has undergone an entire change and there is now apparently little danger of fighting. Nothing of importance has occurred owing to the demobilisation of the Shihing troops. The Kwangsi troops, who came from Wuchow, are at present in To Shing (beyond Shihing). These troops will not proceed further down now that all is quiet, and they are expected to return to Kwangsi shortly.

FOREIGN GUNBOATS.

In addition to the Japanese gunboat, a British gunboat has now arrived at Canton. A message from Swatow states that several Japanese battleships have recently visited Swatow, Amoy, and other ports along the coast of the Kwangtung Province.

THE FLOODS.

Streets in the lower parts of the city are flooded ankle-deep. It is feared that the crops in the adjacent districts will be destroyed if the rain continues.

BOSTOCK'S ROYAL ITALIAN CIRCUS.

OPENING PERFORMANCE SPOILT BY RAIN.

The heavy rain which fell last night spoilt the opening performance of Bostock's Royal Italian Circus. The tent stood the downpour very well, but the strong wind caused the electric current to fall more than once creating a certain amount of uneasiness. At one stage, it seemed as if the wind would force the tent to collapse, and the crowd began to leave. The conditions were such that the performance had to be abruptly terminated at 11.15 p.m. In spite of the rain, a very large gathering attended the performance which was pronounced as having fulfilled all expectations. The programme was novel in many respects, thrilling and amusing.

While the animal trainers—Signors F. Truffelli, G. Cimbrani, G. Truffelli and M. Marco—shared equal honours with Miss Lorenz, and the Kirk and Page Trio, the audience undoubtedly made "Spuds" their prime favourite. "Spuds" proved a rarity among clowns, relying scarcely at all on the recognised "stunts" to arouse laughter.

Maximo's feats on the wire were sensational. The comedy jockeys, Cecilia and George, showed themselves very skilful riders indeed.

There will be a matinee at 5 p.m. to-day, when a programme specially suited to the little folk will be presented. The usual performances will follow at 9 p.m.

OBSTRUCTING THE POLICE.

At the Magistracy, yesterday, before Mr. R. O. Hutchison, a Chinese was charged with obstructing the Police in the performance of their duties.

It was stated that a Chinese hawk was arrested by a constable for hawking in a prohibited area, and when he was about to be removed to the Police station he resisted. The constable dragged him along, and defendant interfered.

Defendant's story was that he protested against the constable's ill-treatment of the hawk, whereupon several constables set upon him and assaulted him.

On finding defendant's story, Mr. Hutchison remarked that defendant had no right to interfere with the Police, even if the constable had handled the hawk roughly.

COMPANY MEETING.

MESSRS. WILLIAM POWELL LTD.

The eighteenth ordinary meeting of shareholders in the above Company was held in the Company's offices, yesterday, Mr. G. C. Moxon presiding. The others present were:—Messrs. O. A. Hooper, G. Martin and E. Mauricio (shareholders), and Mr. H. O. Holt (General Manager and Secretary).

The CHAIRMAN said:—It is with pleasure that your Board is enabled to lay before you the figures disclosed in the balance-sheet, which must be considered very satisfactory in view of the difficult period passed through. I have practically nothing to say in addition to what is contained in the report. Perhaps I should mention that the stock has been carefully checked, and everything possible has been done to get it correctly certified. The current year has opened in a satisfactory manner.

The report and statement of accounts were adopted on the proposition of the Chairman, seconded by Mr. Mauricio.

Mr. G. C. Moxon was re-elected a director on the proposition of Mr. Holt, seconded by Mr. Mauricio.

Messrs. H. J. Geddes and J. W. Taylor were re-elected directors, on the proposition of Mr. Martin, seconded by Mr. Mauricio.

Messrs. Percy Smith, Seth and Fleming were re-elected auditors at a remuneration of \$450.

The CHAIRMAN announced that dividend warrants would be ready this morning. There being no further business, the meeting terminated.

THE BANKING CONSORTIUM.

APPREHENSIVE VIEW HELD IN TOKIO.

The attitude of business interests here towards the new Financial Consortium organized in Paris was at first decidedly apprehensive. But Japan's special position and interests should be sacrificed through its formation. The Press generally echoed that feeling, despite official endeavours to remove such apprehensions.

A conference has been held of bankers and those directly interested in investments in China as the result of which it is believed they have advised the Government to limit the operations of the Consortium to loans to the Central and local governments for which public subscriptions will be invited through the Banking Syndicate, leaving the widest possible scope for the enterprise of private investors for industrial developments in China. Unless this suggestion is adopted, uneasiness may be considered to continue prevailing.—*Reuter*.

POCKET PICKING OR TREASURE TROVE?

At the Magistracy, yesterday, before Mr. R. E. Lindsell, a Chinese was charged with picking the pockets of a Chinese youth and stealing a purse containing 40 cents.

Defendant informed the Magistrate that while he was walking outside Sincere's premises he saw a purse lying on the pavement. He waited for fully three minutes to ascertain whether there was any claimant, and, as nobody came forward, he picked up the purse with the intention of handing it to the Police. At this stage he was arrested.

The complainant stated that he was looking at some pictures in Sincere's window when the constable brought defendant up to him and asked whether witness had lost anything. Witness then discovered that his purse was missing.

A Chinese *lukong* who made the arrest said he followed defendant for over fifteen minutes as he suspected him of being a bad character. He noticed him picking complainant's pocket and arrested him.

Defendant said he wished to call his brother as a witness to prove his innocence.

Mr. Lindsell remanded the case till to-day.

HONGKONG TRAMWAY CO., LTD.

The approximate statement of traffic receipts for the week ending June 14th is as follows:—

	Receipts for week	Aggregate receipts for 24 weeks
This Year	\$14,630	342,285
Last Year	13,085	310,419
Increase	1,545	31,866

THE VICTORIA THEATRE.

Cinema goers are reminded that "Moral Suicide" will be screened, by special request, at a matinee at the Victoria Theatre this afternoon (Wednesday). There have been crowded houses to witness this remarkable film and the same may be expected to be the case this afternoon as this will be the final production.

CHINESE PHYSICIAN CHARGED WITH MANSLAUGHTER.

ADMINISTERING LIQUID AMMONIA.

At the Magistracy, yesterday, before Mr. R. O. Hutchison, a Chinese physician was charged with the manslaughter of a two-year old Chinese girl, who resided with her parents in Reclamation Street, Yaumati.

Mr. P. W. Goldring, appearing for the defendant, said that the child's death was due mainly to misadventure.

Inspector Gerrard stated that the child was taken ill early on Monday morning. The parents summoned defendant, who was a Chinese physician, and he gave the patient some powder, and held a bottle of ammonia to her nose. It was alleged that a few drops of the ammonia, which was in liquid form, accidentally fell into the child's mouth and affected its lungs. The child had been ill with influenza, and it was probable that it died as a result of the attack, but Dr. J. T. Smalley, who held a post mortem examination, was of opinion that death was the result of ammonia poisoning. Although it was not contested that there was a certain amount of misadventure in the circumstances which led to death, yet the defendant was guilty of gross negligence, for he should have known that ammonia would produce malignant results.

Mr. Hutchison remanded the case till to-morrow.

"A DISHONEST SCOUNDREL"

THEFT FROM MESSRS. WHITEAWAY, LAIDLAW & CO.

At the Magistracy, yesterday, before Mr. R. E. Lindsell, a Chinese, employed as a servant by Messrs. Whiteaway Laidlaw & Co., was charged with stealing two leather purses, three cakes of soap, and a safety razor belonging to the firm.

Mr. Webb, assistant manager, stated that defendant had been in the employment of the firm for about seven months. Several petty larcenies had occurred and suspicion fell on defendant, as a consequence of which he was watched. On Monday morning witness saw him remove a box of soap from a shelf and place it behind a counter. Witness pretended that he had not witnessed the incident, and in the evening, when defendant was leaving the premises, witness instructed the watchman to search him. The purses and the razor were found concealed underneath defendant's jacket, while the soap was discovered hidden in the folds of a closed umbrella he was carrying. Defendant's excuse was that while sweeping the floor he picked up the articles and was about to replace them on the counter when he was arrested.

Mr. Lindsell: You are a dishonest scoundrel. You are convicted of this. Six weeks.

CHANGING THEIR STORY.

At the Magistracy, yesterday, before Mr. R. E. Lindsell, two Chinese were charged, on remand, with being in unlawful possession of a quantity of clothing valued at \$81.

Defendants: We bought pawn-tickets in Kowloon for a discount and redeemed the clothing.

Mr. Lindsell: The last time you told me that the clothes were given to you by your aunts and uncles in Kowloon to pawn in Hongkong.

First defendant: I did not say so.

Mr. Lindsell: You did say so.

Complainant stated that the clothes belonged to him. He missed them from his house and informed the Police.

In reply to Mr. Lindsell, the defendants stated that they redeemed the clothes because they wanted to sell them in Hongkong at a profit.

Mr. Lindsell sentenced each defendant to six weeks' hard labour.

UNIQUE SURGERY.

Under extraordinary circumstances two doctors amputated the legs of a man while he was hanging, head downwards, in the well of a lift at Messrs. Frederick Smith & Co.'s engineering works at Salford. The man, Henry Shiers, 48, was accidentally caught by the lift on the top story of the works. His legs were jammed between the lift cage and the flooring, and his body hung down the well, with the lift above him. It was impossible to move the lift or to extricate the man. In response to a telephone message to the Salford Royal Hospital, Dr. G. Ghosh, resident surgical officer, and Dr. W. Becken, house surgeon, drove to the works. A staging was built out into the well of the lift from the floor below, where Shiers hung, and from this a platform was erected. By this means Dr. Becken climbed to Shiers, gave an anaesthetic, and supported him while Dr. Ghosh operated from the floor above amputating both legs. After the operation Dr. Becken lowered Shiers to the floor below. He was taken to hospital and died soon after admission.

THE STRIKE IN SHANGHAI MUNICIPAL COUNCIL'S WARNING.

Owing to the extensive nature of the "strike" in Shanghai the Volunteers were mobilised to assist the Police and Special Police in maintaining order, and two or three baton charges were found to be necessary.

As a result of a meeting of the Municipal Council, which lasted until midnight on June 8th, the following notification was issued in Chinese:—

MUNICIPAL NOTIFICATION.

For the better preservation of the peace and good order of the Settlement and for the protection of all peaceful residents, Warning is hereby issued by the Council as follows:—

1. No person unless a Consular Officer or a member of the naval or military forces of any Treaty Power or unless duly authorized by the Council shall, under any pretence whatsoever, appear in the streets or in any public place, in uniform or wearing any distinctive dress or badge or headgear signifying membership of any particular organization, association or body.

2. No person shall, under any pretence whatsoever, carry any flag or banner or wear any sash or other device in the streets or in any public place, bearing any inscription in Chinese or in any foreign language.

Any person contravening any of the terms of this warning or interfering with the Police or other duly authorized officers of the Council engaged in the maintenance of peace and good order, or usurping the authority vested in them, or otherwise guilty of any action whatsoever prejudicial to peace and good order will be arrested forthwith and taken before the proper authorities for punishment without the least leniency.

This warning will take effect from 4 p.m. Monday, June 9th, whereafter compliance with its terms will be enforced with the utmost rigour.

Warning is duly given. Let all obey.

STUDENTS' REPLY.

The following letter was received on June 10th from the Students' Union by the Secretary to the Municipal Council:—

"Sir,—In reply to your letter of to-day the Shanghai Students' Union informs the Municipal Council that they desire to co-operate with that body in every way possible to prevent disorder and preserve peace in the International Settlement.

In evidence thereof we state that our officers learned of the wish of the Council late on Sunday evening and immediately sent out messengers to all colleges and students' centres directing that there should be no further demonstrations on the streets by parading, carrying banners, wearing uniforms, badges, or other insignia with the result that there has been no activity to-day.

We appreciate the fact that the Council is with us in spirit, and that the American, British, French, Italian and other friendly nationals sympathize with us.

We have removed the headquarters from Bubbling Well Road.—Respectfully yours,

Ho PAO-JUI
(President).

STUDENTS' PROCLAMATION.

The following is a translation of a notice issued by the Shanghai Students' Union:—

"The strike has been a success because of the peace and order maintained by all. Foreigners have, on the whole, sympathized with us. Our strike is against our Government, not against the foreigners. America, Great Britain and France have been our friends.

It is the duty of the population to suppress the evil elements.

All markets, food shops, butcheries, and groceries should open immediately. We do not want the foreigners to interfere in our movement. We must, therefore, not interfere with him."

CHINESE CHAMBER OF COMMERCE CIRCULAR.

The following is a translation of a circular issued by the Chinese General Chamber of Commerce:—

"The shops of this port have all ceased doing business, in support of their request that the Government shall release the arrested students and dismiss Tsao, Lu and Chang. Now the students have been released, as per telegram from the Ministry of Education, dated the 8th instant, stating that all students have returned to their own schools and that normal conditions are being gradually restored. As regards the dismissal of Tsao, Lu and Chang, the Military Commissioner and the Acting Taoyin of Shanghai have kindly undertaken the responsibility of telegraphing the Government to act as requested at once.

At a meeting held this afternoon, we have jointly decided that since the students have been released and since the Military Commissioner has undertaken to be responsible for the attainment of our object the danger would be unimagined if the suspension of the money market and the stoppage of work be prolonged; and as we, the Chamber, are also responsible for the maintenance of peace and order, we are obliged to issue this notice to persuade and induce all shops and workmen to resume business as usual on the Chinese 13th instant (June 10th) without fail. Please give this your best attention.

LANE, CRAWFORD & CO.

ESTABLISHED 1850

TELEPHONE 1741

HARDWARE DEPARTMENT

EVERYTHING FOR THE HOUSE

CHEAVINS' BRITISH MADE FILTERS

THE MOST SATISFACTORY FILTERS ON THE PASTEUR SYSTEM YET INTRODUCED BEING

GERM PROOF

EASILY CLEANED & STERILISED.

FILTER CYLINDERS

TO FIT ANY MAKE OF HIGH PRESSURE AND DRIP FILTERS.

"WHITE MOUNTAIN"

ICE CREAM FREEZERS

STOCKED IN 10 SIZES

MAKES

DELICIOUS ICE CREAM IN THREE MINUTES.

LANE, CRAWFORD & CO.

The "EL PALACIO" CIGARS

of distinction

Well-known for their flavour and aroma.

THE EGYPTIAN FAVOURITES

Theodore Vafiadis

A. G. Cousis & Co's

CIGARETTES.

Sole Agents:

THE HONGKONG CIGAR STORE CO., LTD.

Hotel Mansions.

Tel. 151.

MACARONI, VERMICELLI, NOODLES, AND ALL KINDS OF PASTES. AGENTS WANTED!!

Special price for wholesalers and retailers.

Please apply: CANTON NOODLE AND MACARONI FACTORY.

Manufacturers of the well known

"Poppy Brand."

Office:—31, OLD GILMAN STREET, Tel. No. 2392. Manufacturing:—19/23, ARBYE STREET, Hongkong, Tel. No. 1200. Hongkong, March 2nd, 1919.

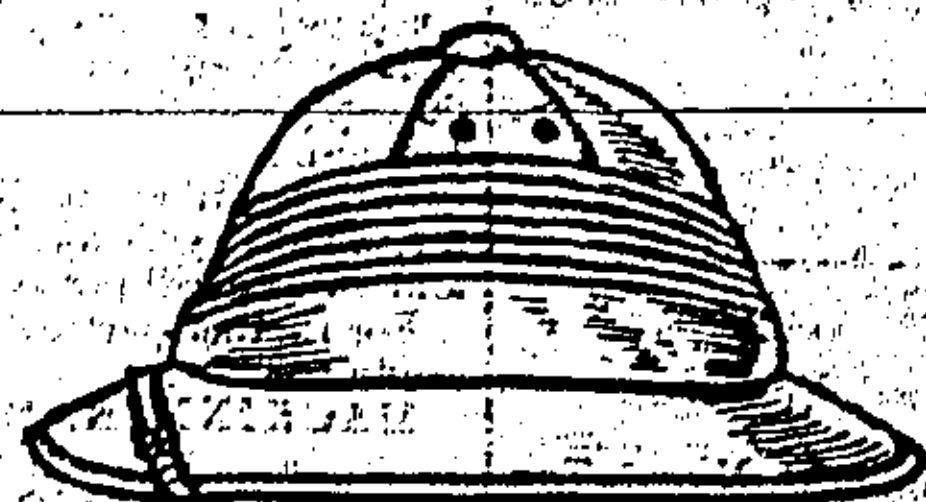
Powell Ltd.

TELEPHONE 346

SPECIALISTS IN GENTLEMEN'S HIGH-CLASS

SUN HELMETS.

CORK.



FELT.

SMART AND USEFUL SHAPES; STOCKED ONLY

SUPERIOR QUALITIES.

NEW ADVERTISEMENTS

BOSTOCK'S ROYAL ITALIAN CIRCUS.

THE management beg to tender their apologies to the many patrons who attended last night's performance for the abrupt termination.

There will be a matinee performance at 5 p.m., and the usual performance at 9 p.m. to-day.

W. TREHERNE,
General Manager.

Hongkong, June 18th.

NOTICE.

WE HAVE THIS DAY REMOVED from 15 Queen's Road Central (under the Astor House) to No. 17A, QUEEN'S ROAD CENTRAL (i.e. 3 shops next to Astor House). This store's Telephone No. is 2907.

SANG MOW.

Rattan Furniture Store.
Hongkong, June 17th, 1919. [883]

VICTORIA DISPENSARY.

NOTICE.

THE BUSINESS hitherto conducted by the above pharmacy at 32 Queen's Road Central, will on 15th June next be transferred to A. S. WATSON & CO., LTD., the Hongkong Dispensary, who will take over the stocks, proprietary medicines and prescription books. Customers requiring prescriptions repeated will on and after the date aforesaid be able to get them dispensed at the Hongkong Dispensary.

P. W. STAPLETON,
Manager.

Hongkong, May 28th, 1919. [873]

NOTICE OF REMOVAL.

SUN MAN WOO CO., Shipchangers, Naval Contractors and General Providers, have this day REMOVED from Nos. 18 & 19, Connaught Road Central, to their new premises at Nos. 89 & 101, Des Voeux Road East, (opposite to west corner of the Central Market) Telephone 808.

Hongkong, May 28th, 1919. [803]

A. S. WATSON & COMPANY, LTD.

NOTICE.

ON and after 1st JULY next, the hours of business will be as follows:—
GENERAL STORE 9.30 A.M. to 6 P.M.
WINE DEPARTMENT (Saturdays) 9.30 A.M. to 1 P.M.
and WAREHOUSE, 10 to 1 P.M.
DISPENSING DEPARTMENT 9.30 to 6 P.M.
(including Saturdays).
Sundays 10 A.M. to 1 P.M.

Such Public holidays as are observed by us, same hours as on Sundays.

No Medicines can be obtained after closing hours, as above.

A. S. WATSON & CO., LTD.
Hongkong, June 4th, 1919. [849]

G. & R.

WAR DEPARTMENT CONTRACTS.

SEALED TENDERS will be received at the Headquarters, Victoria Barracks, Hongkong, until 12 o'clock noon on June 20th, 1919, for the supply of Indian Supplies for the period, July 10th, 1919, to March, 1920.

Forms of Tender and other particulars may be obtained from the Office of the D.A.D. of S. & T., at the Headquarters Office.

Hongkong, June 16th, 1919. [863]

TO LET (FURNISHED).

"IDEAL" 1/2, 3, & 4, Bowen Road, for three months September, October and November.
Apply to—
M. S. NORTHCOOTE,
5, Queen's Road Central. [874]

TO BE LET FURNISHED.

From July 1st.

NO. 7, MOUNTAIN VIEW, THE PEAK.

Apply to—
W. L. PATTENDEN,
GILMAN & CO., LTD.,
84, Des Voeux Road Central. [797]

TO LET (UNFURNISHED).

NO. 10, MOUNTAIN VIEW, THE PEAK.

From June 1st, 1919, in excellent condition.

Address—
Care of "Daily Press" Office. [869]

THE PEAK.

FOR SALE A FIVE ROOMED Residence.

For particulars apply to—
"X.Y.Z.",
Care of "Daily Press" Office. [434]

TO LET.

A FLAT in Nathan Road, Kowloon.

FURNISHED for 12 months, No. 57, THE PEAK (No. 1 Stewart Road) containing 3 Bedrooms and Bathrooms, Hot and Cold Water, Drying Room, Dining Room, Drawing Room, Sitting Room and Usual Offices and Servants' Quarters, also Large Garden.

Possession July 15th.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings. [81]

INTIMATIONS

A. G. DA ROCHA.
AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2531.

SAVOURNED with instructions from

The Concerned,

will sell by Public Auction, on THURSDAY, June 19th, 1919, at 2.15 P.M.,

QUANTITY OF

MISCELLANEOUS GOODS.

Also

150 tins of Varnish & Paint of best quality.

Terms—Cash on Delivery.

Hongkong, June 17th, 1919.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 23rd day of June, 1919, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND at Kennedy Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Particulars of the Lot.

Boundary as shown on the map.

As per plan.

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NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

SS. "VENEZUELA", VOY. IN-OUT.

FROM SAN FRANCISCO, HONOLULU

JAPAN PORTS, SHANGHAI AND

MANILA.

THE above-mentioned vessel having arrived from the above-mentioned

Ports, Consignees of cargo are hereby

informed that their cargo will be landed at

their risk into the Godowns and/or extra

Hazardous Godowns of the Hongkong and

Kowloon Wharf and Godown Co., Ltd., and

stored at Consignees' risk.

Consignees of Cargo are hereby notified

that they must produce an Import Permit

signed by the Superintendent of Imports

and Exports, Hongkong, before Bills of

Lading can be countersigned.

All broken, chafed and damaged goods are

to be left in the Godowns, where they will

be examined on June 18th, at 10 o'clock.

All Claims must be presented within a

month of the Steamer's arrival here, after

which they cannot be recognized.

No Claims will be admitted after the goods

have left the Godowns, and all goods

remaining undelivered after June 18th, will

be subject to rent.

No Fire Insurance whatever will be

effected.

Consignees are requested to send in their

Bills of Lading for countersignature im-

mediately.

PACIFIC MAIL STEAMSHIP COMPANY,

ALEXANDRA BUILDINGS.

Hongkong, June 11th, 1919. [870]

KONINKLYKE PAKETVAART

MAATSCHAPPIJ.

NOTICE TO CONSIGNEES.

FROM SINGAPORE, PENANG AND

BELAWAN DELL.

THE Steamship

"VAN WAERWYCK,"

having arrived from the above ports, Con-

signees of Cargo by her are notified that all

Goods are being landed at their risk into the

hazardous and/or extra-hazardous Godowns

of the Hongkong and Kowloon Wharf and

Godown Co., Ltd., whence and/or from the

whence delivery may be obtained.

Goods not cleared by June 21st, will be

subject to rent.

All broken, chafed and damaged packages

are to be left in the Godowns, where they

will be examined on June 20th, at 10 A.M.,

by Messrs. Goddard & Douglas.

Claims against the Steamer must be pre-

sented in writing within 10 days after arrival

of Steamer, otherwise they will not be recog-

nized. No Fire Insurance will be effected by the

steamer in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA JAPAN LUN,

Agents.

Hongkong, June 14th, 1919. [897]

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP CO., LTD.,

AND

CHINA MUTUAL STEAM

NAVIGATION CO., LTD.

CONSIGNEES per Company's steamers

"NINGCHOW"

are hereby notified that the Cargo will

be discharged into Holt's Wharf, Kow-

loon, where it will lie at Consignees' risk.

The Cargo will be ready for

delivery from Godown on and after

June 18th.

Optional cargo will be landed, unless

notice has been given prior to steamer's

arrival.

All broken, chafed, and damaged goods

are to be left in the Godowns, where they

will be examined on any Tuesdays and

Fridays, between the hours of 10.45 a.m.

and noon within the free storage period.

No claims will be admitted after the

Goods have left the steamer's Godown,

and all Goods remaining undelivered

after June 30th, will be subject to rent.

All Claims against the Steamer must

be presented to the undersigned on or

before July 7th, or they will not be re-

cognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, June 15th, 1919. [890]

AMERICAN ASIATIC S.S. CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"GALIC PRINCE,"

having arrived from the above Port,

Consignees of Cargo are hereby informed

that their Goods are being landed at

their risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Company,

Limited, Kowloon, and stored at Consignees'

risk and expense.

Consignees of Cargo are hereby notified

that they must produce an Import Permit

signed by the Superintendent of Imports and

Exports, Hongkong, before Bills of Lading can

be countersigned.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on FRIDAY, June 20th, 1919,

at 10 A.M.

All Claims must be presented within

one month of the Steamer's arrival here, after

which they cannot be recognized.

WILL AMERICA RATIFY THE TREATY?

ALLIED REPLY TO GERMANY WILL BE FINAL.

PREMIER'S RECEPTION OF SOUTH AFRICAN NATIONALIST DEPUTATION.

SERIOUS DISTURBANCES AT MALTA.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

GERMAN PEACE TERMS.

ALLIED REPLY WILL BE FINAL.

PARIS, June 17th.
It is now taken for granted that the Allied reply to the Germans will be final, and no further discussion will be allowed.

A maximum period of a week will be granted to the German delegates to go to Berlin, consult their Government, and inform the Peace Conference of their reply.

THE EX-GERMAN COLONIES.

PARIS, June 17th.
The Allies' reply to the German counter-proposals will refuse Germany's request for a mandate over the ex-German Colonies.

CHANGES WILL PROBABLY BE FEW.

PARIS, June 16th.
It is improbable that the Allies will reply to the German counter-proposals before the second week.

The reply will consist of a composite memorandum dealing with the German objections *seriatim*, and giving reasons for maintaining the Allies' own viewpoint. The changes in the Treaty will probably be few.

THE LEAGUE OF NATIONS. U.S. SENATE ASKS COVENANT BE SEPARATED FROM TREATY.

WASHINGTON, June 17th.
In the Senate, the Republican leader, Mr. Knox, introduced a resolution which declares that it is impossible for the Senate to concur in the provisions of the League of Nations as drafted.

It asks that the Covenant be separated from the Peace Treaty before the latter is submitted for ratification to the Senate, and proposes that the Peace Treaty permit any nation to reserve the question of the League of Nations for further consideration.

The resolution has been referred to the Foreign Relations Committee. It is understood that the resolution is intended as the official notice to the Peace Conference that the Senate will oppose the ratification of the Peace Treaty.

PRESS COMMENT.

New York, June 17th.
The newspapers comment lengthily on Senator Knox's resolution to separate the League of Nations' Covenant from the Peace Treaty.

The *World* and the *New York Times* condemn the resolution and point out that the Peace Conference will be far more impressed with the action of the American Federation of Labour in endorsing the Treaty and the Covenant as a triumph for freedom, justice, and democracy.

They say that the difference between Senator Knox's and the Labour resolution is the difference between political sabotage and patriotic Americanism.

The *Sun* and the *Illustrated*, which are opponents of the League, support the resolution.

QUESTION OF GERMANY'S ADMISSION.

PARIS, June 16th.
M. Clemenceau is of the opinion that Germany must not be regarded as permanently ineligible for membership in the League of Nations, but it is for the Allies, not for Germany, to decide the time at which she is to be considered fit for admission to the benefits and responsibilities of the League.

THE FRENCH VIEWPOINT.

PARIS, June 17th.
In regard to the question of the admission of Germany to the League of Nations, the French viewpoint is that her admission would at present be very inappropriate, and that Germany must be admitted only after a period during which the sincerity of the pacific dispositions of the German people can be ascertained.

FIGHTING BOLSHEVISM. GENERAL DENIKIN'S ADMINISTRATION.

LONDON, June 17th.
Reuter has interviewed a British naval officer from the Black Sea, who was in very close touch with General Denikin's administration. He described the huge quantities of munitions, guns, tanks, and aeroplanes, valued at £17,000,000, accumulated at Ekaterinodar.

Hundreds of British officers are there—mostly specialists. They state that General Denikin's troops are showing very great aptitude in aviation and the working of tanks. Several ships laden with munitions arrive weekly.

Very great importance is attached locally to the efforts to effect a junction of General Denikin's and General Kolchak's troops, which, it is generally believed, will be accomplished.

GENERAL DENIKIN'S ENCOURAGING PROGRESS.

LONDON, June 17th.
The War Office states that General Denikin's troops have been making encouraging progress.

The cavalry on the Manitch front have been placed under the command of General Wrangel, who crossed the Manitch River on a wide front and is pressing forward.

The Volunteer Army, up to May 29th, captured 15,000 prisoners and 60 guns, and reduced two Bolshevik cavalry and three infantry divisions to skeletons.

Consequently, it is estimated that the Bolshevik Tenth Army has been reduced to 10,000 men. Later news has been received that the Volunteer Army and the Don Cossacks have advanced considerably all along the front. Jutov and Tauritzin, also Popova, Slavyansk, Bakmut and Berdiansk, have been captured.

UKRAINIANS WANT ALLIED HELP.

LONDON, June 17th.
A Ukrainian Diplomatic Mission has arrived in London and another is going to Washington.

The Mission submitted its case to the Government and is satisfied at the sympathetic reception accorded it by the Foreign Office.

The Mission informed Reuter that its great aim is to co-ordinate the military action of the Allies and the Ukrainians against Bolshevism. For this purpose, the Ukrainians want the formal recognition of the Ukrainian Republic, and declare that General Koltchak recently asked General Pelmura to co-operate against the Bolsheviks.

TURKEY.

HER DISPOSITION TOWARDS THE ALLIES.

LONDON, June 17th.
A British naval officer, who has just returned from the Black Sea, commented on the good relations between the Turks and the Allies at Constantinople, where the Committee of Union and Progress is not much in evidence. Restaurants exhibited the inscription: "Welcome to our Allies."

GERMANY'S SURRENDER.

SPEECH BY SIR DOUGLAS HAIG.

LONDON, June 17th.
Speaking at the Mercers' Hall, where the Freedom of the Mercers' Company was conferred on Admiral Beatty and him, Sir Douglas Haig emphasised the completeness of Germany's military surrender.

He said that to have pressed forward after the great culminating defeat of the Germans on the Sambre on November 4th, 1918, would have meant further loss of life, destruction of property and expenditure of money, while it could not have rendered Germany more helpless, militarily, than she was to-day, with her army dissolved, her guns, transport, and aeroplanes surrendered, and the crossings of the Rhine held by the Allies.

The surrender of the German Fleet was not more abrupt, complete, or irrevocable than the surrender of the German Army.

NEW ZEALAND. INTERESTING FINANCIAL REVIEW.

WELLINGTON, June 17th.
The war has added £81,000,000 to the national debt of New Zealand, which is roughly £170 per head of the population.

The national wealth is equal to £400 per head, and the Bank deposits to £7 per head.

The Savings Bank's deposits have increased from £19,000,000 in 1914 to £33,000,000 in 1918.

The Acting Minister of Finance is optimistic regarding the financial future, provided that the people realise their responsibility towards solving industrial problems. He regards industrial unrest as merely an outward sign of a great world-wide struggle for improvement.

AMERICAN LABOUR.

THE TELEGRAPHISTS' STRIKE.

NEW YORK, June 17th.
Officials of the Telegraphists' Union announce that a nation-wide strike of telegraphists, including cable operators, has been called for to-day.

The object is said to be to forcibly attract the attention of President Wilson by interrupting his daily cable service.

SERBO-CROAT-SLOVENE STATE.

SUCCESS OF CAMPAIGN AGAINST AUSTRIA.

BEGRAD, June 17th.
France has recognised the Serbo-Croat-Slovene Kingdom.

A communiqué states that after the Serbs occupied Klagenfurt, the Austrians signed an armistice, establishing a Serbian zone comprising Klagenfurt, and a neutral zone north of Klagenfurt.

FRENCH LABOUR UNREST.

MORE STRIKES THREATENED.

PARIS, June 17th.
A considerable number of workers of the metal industry and on the tubes have resumed work. All measures necessary to cope with a railway strike have been taken.

A general strike of coal miners is threatened.

ESTHONIA'S WAR.

INDIGNATION AT GERMAN TREACHERY.

COPENHAGEN, June 17th.
The Estonians, after sanguinary fighting, evacuated Wenden, which the Germans occupied.

Very great indignation is felt throughout Estonia at the Germans' treacherous attack.

FIGHTING IN NORTHERN INDIA.

THE AMIR'S REPLY RECEIVED.

SIMLA, June 15th.
The Hazara, Peshawar, Bannu, Kohat, and Derawat areas are quiet.

The station at Zhob is satisfactory except for a minor disturbance between sections of the Khetran tribe.

Quetta reports that the Afghan Camp was pitched at Murgha, 18 miles north-north-east of Chaman.

Reuter's special correspondent at Peshawar, telegraphing on June 15th, states that a senior Afghan official, escorted by a couple of troopers, brought the Amir's reply yesterday to our lines at Dacca. The contents have not yet been announced.

BRITISH SUBMARINE LOST.

IN THE BALTI.

LONDON, June 17th.
The Admiralty states that a British submarine operating in the Baltic has been overdue since June 4th, and is presumed to have been lost with all hands.

THE SILVER MARKET.

LONDON, June 17th.
Silver is quoted at 54½ buyers and sellers. The market is quiet.

FAR EASTERN CABLE NEWS.

[BY COURTESY OF THE "HONGKONG CHINESE COMMERCIAL NEWS."] THE SITUATION IN PEKING.

SHANGHAI, June 17th.

The Powers have accepted the new Chinese Customs tariff, but the Chinese Government must give one month's notice before the system is put into effect.

Luk Tsing-cheong reports that China has joined the League of Nations.

Owing to Tuan Ki-sui and his party insisting on their retention in the new Parliament, which prevents him from carrying out his peace policy, Chu Sai-chong has not entirely given up his idea of resigning. So far he has received 21 telegrams from different Provinces asking him to remain. When all the telegraphic replies have been received he will make a declaration of his intentions.

A certain Party has made the following conditions for Chow Shu-moo forming a Cabinet: first, the portfolios of the Interior, Finance, and Communications, and the Vice-Ministry of Agriculture shall be given to them; second, the chief Directorship of the China Bank shall also be given to one of their members; third, their retention in the new Parliament. Chu Sai-chong refuses to accept these conditions: therefore it is uncertain whether Chow Shu-moo can form a Cabinet.

The editor of the *Yik-Sui-Po* is being tried at the District Court. He is being charged with disturbing the public peace.

The Tientsin students have resumed their studies.

The Japanese Minister visited the Wai-chiapu and lodged a strong protest against the boycott.

[BY COURTESY OF THE "CHINA MAIL."] RELIEF OF SUFFERERS IN JAVA.

SINGAPORE, June 17th.
The Legislative Council, yesterday, donated \$10,000 for the relief of sufferers owing to the Java eruption.

THE "MAHENO."

The Attorney-General stated, in reply to a question in Council, that the Secretary of State had telegraphed announcing that the hospital-ship *Maheeno* was, not available, but he anticipated that the *Roon of the Elise* would be allocated to Malaya.

X-RAYS FOR STEEL BARS.

DEFECTIVE CASTINGS DETECTED.

X-rays, which have hitherto been used only to disclose defects and injuries hidden from sight within the human frame, are now to be used to examine inanimate materials like steel and timber. The whole subject was discussed at a joint meeting of the Faraday and Heston Societies in the rooms of the Royal Society at Burlington House, the chair being occupied by Sir Robert Hadfield, who some time ago initiated experiments in radiography at the Research Laboratory of his firm in Sheffield.

One obvious application of the X-rays is to the examination of metal castings for defects, such as blowholes, which cannot be revealed by external inspection, and yet may seriously impair the strength of the finished article. If the castings are not too large, each of them may be subjected to routine testing by the rays, and it may be found that by some alteration in the method of casting, blowholes, that occur regularly at some particular point, can be eliminated. The rays may also be employed to study the effect of adding different quantities of aluminium to steel, and thus to ascertain the proportion most suitable for the production of sound castings.

Rough analysis of different steel is also feasible. Since different metals vary in the resistance they offer to the penetration of the rays, according to their atomic weight, it becomes possible to distinguish different alloys. Thus, as suggested by M. Schneider, at whose works a good deal of radiographic inquiry has been carried out, if a number of carbon steel and of tungsten steel bars had been accidentally mixed up together, they might be quickly sorted out by means of X-rays. The radiographs obtained with the latter because the rays penetrate the tungsten steel less freely than the carbon steel, owing to the higher atomic weight of the constituent tungsten.

The method has its limitations, because at present the rays can be made to penetrate only a few inches, about four at the most, of ordinary steel and a still smaller thickness of special alloy steels. But great improvements have been made in recent years by the aid of the Collidge X-rays, tube and of exciting currents at very high electrical pressures. Further advances may be looked for not only in this portion of the apparatus, but also in the methods employed for detecting the rays after their passage through the material under investigation, whether by photographic plate, the fluorescent screen, or the phenomena of ionization.

U.S. SUPER-POISON GAS.

METHYL-AL. New York, June 16th.

It had the fragrance of geranium blossoms. It was an oily amber liquid, highly explosive, and bursting into flame with water. It was the American super-poison gas, deadly by contact or by inhalation of the smallest detectable portion. A drop on the hand would cause intolerable agony and death after a few hours. It was called methyl (partly because that name did not describe it) and it was the climax of this country's achievement in the lethal arts.

The signing of the armistice spared the enemy any first-hand acquaintance with the terrors of methyl. Major-General W. L. Sibers, in command of the Chemical Warfare Service, had directed that 3,000 tons of it, in shells and drums, be in readiness on the battlefield on March 1st, 1919. Ten tons a day were being produced in an eleven-acre plant near Cleveland, Ohio, and the plant was two months ahead of its schedule. It is estimated that ten tons of methyl is one ton more than enough to depopulate Manhattan Island; and so it is not difficult to guess what would have happened had Hindenburg and his cohorts persisted until Spring.

Two days after the armistice was signed workmen began dismantling the big plant. They scrapped the complicated and expensive apparatus, every piece of which had been specially planned and manufactured for the production of the most terrible instrument of manslaughter ever conceived. On February 1st the work of demolition was complete. There remained no trace of that scattering array of barracks and laboratories which had been a cradle of death. But the formulas, processes, and personnel were painstakingly set down for the records at Washington against the contingency of another war.

There did remain, however, tons and tons of methyl. What was to be done with it, now that there was no longer any active occasion for exterminating Germans? Cleveland did not want the deadly stuff dumped into Lake Erie and the "seemed no practicable method of neutralizing its deadliness chemically." Almost enough was on hand to destroy the entire people of the United States, and some safe way must be found to dispose of it.

The ocean was selected as its catch-basin. Difficulties were met in transporting the stuff from Cleveland to the ocean. Handling such quantities was perilous. So it was put into big iron containers, for it does not react on iron and those containers were loaded into freight cars. Then there was assembled the most extraordinary train probably that ever traversed American railroad tracks. It moved under an armed guard and on a special schedule. No railroad employee rode on it except the engine driver. The train moved slowly, so that two days were consumed in the journey from Cleveland to the Edgewood Arsenal near Baltimore. And then the iron containers were stowed gently in a ship and taken fifty miles to sea, where they were lowered over the side into water three miles deep.

Rust will eat pinholes into those containers, and there will be a minute and gradual intermixture of water with their fatal contents. In such circumstances there is no flame, but a slow chemical reaction which produces two nontoxic compounds. Experts do not believe even that fish will perish from the presence on the ocean bed of this vast quantity of poison. When the salt water of the Atlantic embraced the last of those iron tanks, this was written to a chapter in American war effort which, until now, has been a secret scrupulously guarded.

Compare this secret new compound with "mustard," which the chemists dubbed "king of poison gases." Mustard was first used by the Germans, with terrific effect, at Ypres, on July 20th, 1917. Thereafter its use became general, and afforded such marked tactical advantage to the enemy that retaliation by the Allies became imperative as a matter of self-preservation. American chemists devised a formula four times more toxic than that used by the Germans. The gas, known to chemists as dichloroethyl sulphide, is now the common property of combatant nations. The processes by which it is made are generally known. It is a sweetish liquid, both in taste and smell, about as volatile as turpentine. In contact with the skin its presence is at first not noted. Then there begins the burning and swelling which prompted its nickname among the Tommies. It spreads through the tissues and on reaching the lungs breaks them down, setting up what is called "chemical" pneumonia, usually fatal.

Methyl is somewhat more volatile, and is comparable in that regard with benzene. Instead of being innocuous at first contact, it sets up an acute and almost unendurable pain. It does not spread through the tissues, but poisons the blood and attacks first the kidneys, then the heart and lungs. It hardens the cell tissues of the lungs, and causes simultaneous strangulation and a heart affection which speedily produces violent death. If taken into the lungs by inhalation in any perceptible quantity it kills almost instantly. It is estimated to be seventy times deadlier than "mustard."

The processes of manufacturing the stuff, though different radically, are not so complicated as those of mustard, which has to be made from raw materials but a short time. The equipment is elaborate. No fear is felt that experiments will be able to make such a gas. That the United States came to know of such a poison was due, in the first place, to an accident. Years ago a student of chemistry, then living in another country, happened upon a combination which almost cost him his life. It was a compound never made before, or at least never recorded. Subsequently he came to this country, and when the question of poison gases came to the fore he recalled his narrow escape, and imparted the information to the Government. The production of methyl resulted.

Further, a defensive policy involves the loss of the initiative, with all the consequent disadvantages to the defender. The enemy is able to choose at his own convenience the time and place of his attacks. Not being influenced himself by the threat of attack from his opponent, he can afford to take risks, and by greatly weakening his front in some places can concentrate an overwhelming force elsewhere with which to attack. The defender, on the other hand, becoming almost entirely ignorant of the dispositions and plans of his opponent, who is thus in a position to effect a surprise. This was clearly exemplified during the fighting of 1918. As long as the enemy was attacking, he obtained fairly full information regarding our dispositions. Captured documents show that, as soon as he was thrown once more on the defensive and the initiative returned to the Allies, he was kept in comparative ignorance of our plans and dispositions. The consequence was that the Allies were able to effect many surprises, both strategic and tactical.

As a further effect of the loss of the initiative and ignorance of his opponent's intentions, the defender finds it difficult to avoid a certain dispersal of his forces. Though for a variety of reasons, including the fact that we had lately been on the offensive, we were by no means entirely ignorant of the enemy's intentions in the spring of 1918, the unavoidable uncertainty resulting from a temporary loss of the initiative did have the effect of preventing a complete concentration of our reserves behind the point of the enemy's attack.

An additional reason, peculiar to the circumstances of the present war, which in itself compelled me to refuse to adopt a purely defensive attitude so long as any other was open to me, is to be found in the geographical position of our Army. For reasons stated by me in my despatch of July 20th, 1918, we could not afford to give much ground on any part of our front. The experience of the war has shown that if the defence is to be maintained successfully, even for a limited time, it must be flexible.

THE END OF THE WAR.

In the paragraphs set out by me in the preceding paragraphs are accepted, it will be recognised that the war did not follow any unpremeditated course, and that its end was neither sudden nor should it have been unexpected.

The rapid collapse of Germany's military powers in the latter half of 1918 was the logical outcome of the fighting of the previous two years. It would not have taken place but for that period of senseless attrition which used up the reserves of the German armies, while the constant and growing pressure of the blockade sapped with deadly insistence from year to year at the strength and resolution of the German people. It is in the great battles of 1916 and 1917 that we have to seek for the secret of our victory in 1918.

Doubtless the end might have come sooner had we been able to develop the military resources of our Empire more rapidly, and with a higher degree of concentration, or had not the defection of Russia in 1917 given our enemies a new base of life. So far as the military situation is concerned, in spite of the great accession of strength which Germany received as the result of the defection of Russia, the battles of 1916 and 1917 had so far weakened her armies that the effort they made in 1918 was insufficient to secure victory. Moreover, the effect of the battles of 1916 and 1917 was not confined to loss of German man-power. The moral effects of those battles were enormous, both in the German army and in Germany. By their means our soldiers established over the German soldier a moral superiority which they held in an ever-increasing degree until the end of the war, even in the difficult days of March and April, 1918.

VALUE OF CAVALRY IN MODERN WAR.

From time to time as the war of position dragged on and the enemy's trench systems remained unbroken, while questions of man-power and the shortage of shipping became acute, the wisdom of necessity of maintaining any large force of mounted men was freely discussed.

In the light of the full experience of the war the decision to preserve the Cavalry Corps has been completely justified. It has been proved that cavalry, whether used for shock effect under suitable conditions or as mobile infantry, have still an indispensable part to play in modern war.

Moreover, it cannot safely be assumed that in all future wars the flanks of the opposing forces will rest on neutral States or impassable obstacles. Wherever such a condition does not obtain opportunities for the use of cavalry must arise frequently.

Throughout the great retirement in 1914, our cavalry covered the retirement and protected the flanks of our columns against the onrush of the enemy, and on frequent occasions prevented our infantry from being overrun by the enemy's cavalry. Later in the same year at Ypres, their mobility multiplied their value as a reserve, enabling them rapidly to reinforce threatened portions of our line. During the critical period of position warfare, when the trial of strength between the opposing forces took place, the absence of room to manoeuvre made the importance of cavalry less apparent. Even under such conditions, however, valuable results may be expected from the employment of a strong force of cavalry when, after there has been severe fighting on one or more fronts, a surprise attack is made on another front. Such an occasion arose in the operations before

Cambrai at the close of 1917, when the cavalry were of the greatest service; while throughout the whole period of trench fighting they constituted an important mobile reserve.

At a later date, when circumstances found us operating once more in comparatively open country, cavalry proved themselves of value in their true rôle. During the German offensive in March, 1918, the superior mobility of cavalry, fully justified their existence. At the commencement of the battle, cavalry were used under the Fifth Army over wide fronts. So great, indeed, became the need for mounted men that certain units which had but recently been dismounted were hurriedly provided with horses and did splendid service. Frequently, when it was impossible to move forward other troops in time, our mounted troops were able to fill gaps in our line and restore the situation. The absence of hostile cavalry at this period was a marked feature of the battle. Had the German command had at their disposal even two or three well-trained cavalry divisions, a wedge might have been driven between the French and British Armies, their presence could not have failed to have added greatly to the difficulties of our task.

In the actions already referred to east of Amiens, the cavalry were again able to demonstrate the great advantage which their power of rapid concentration gives them in a surprise attack. Operating in close concert with both armoured cars and infantry they pushed ahead of the latter, and by anticipating the arrival of German reserves assisted materially in our success. In the battle of October 8th, they were responsible for saving the Cambrai-Le Chateau St. Quentin Railway from complete destruction. Finally, during the culminating operations of the war, when the German armies were falling back in disorganised masses, a new situation arose which demanded the use of mounted troops. Then our cavalry, pressing hard upon the enemy's heels, hastened his retreat, and threw him into worse confusion. At such a time the moral effect of cavalry is overwhelming, and is in itself a sufficient reason for the retention of that arm.

On the morning of the armistice, two British Cavalry Divisions were on the march east of the Scheldt, and before orders to stop reached them they had already gained a line ten miles in front of our infantry outposts. There is no doubt that, had the advance of the cavalry been allowed to continue, the enemy's disorganised retreat would have been turned into a rout.

VALUE OF MECHANICAL CONTRIVANCES.

A remarkable feature of the present war has been the number and variety of mechanical contrivances to which it has given birth, or has brought to a higher scale of perfection. Besides the great increase in mobility made possible by the development of motor transport, heavy artillery, tanks, gas, and barbed wire have in their several spheres or action played very prominent parts in operations, and as a whole have given a greater driving power to war. The belated possession of a preponderance of such mechanical contrivances has found itself in a very favourable position as compared with its less well provided opponent. The general superiority of the Allies in this direction during the concluding stages of the recent struggle undoubtedly contributed powerfully to their success. In this respect the Army owes a great debt to science and to the distinguished scientific men who placed their learning and skill at the disposal of their country.

It should never be forgotten, however, that weapons of this character are incapable of effective independent action. They do not in themselves possess the power to obtain a decision, their real function being to assist the infantry to get to grips with their opponents. To place in them a reliance out of proportion to their real utility, to imagine, for example, that tanks and aeroplanes can take the place of infantry and artillery, would be to do a dis-service to those who have the nature of these new weapons most at heart by robbing them of the power to use them to their best effect.

Every mechanical device so far produced is dependent for its most effective use upon the closest possible association with other arms, and in particular with infantry and artillery. Aeroplanes must rely upon infantry to prevent the enemy from overrunning their aerodromes, and, despite their increasing range and versatility of action, are clearly incapable in themselves of bringing about a decision. Tanks require the closest artillery support to enable them to reach their objectives without falling victims to the enemy's artillery, and are dependent upon the infantry to hold the position they have won.

As an instance of the interdependence of artillery and tanks, we may take the actions fought east of Amiens on August 8th, 1918, and following days. A very large number of tanks were employed in these operations, and they carried out their tasks in the most brilliant manner. Yet a scrutiny of the artillery ammunition returns for this period discloses the fact that in no action of similar dimensions had the expenditure of ammunition been so great.

Immense as the influence of mechanical devices may be, they cannot by themselves decide a campaign. Their true rôle is that of assisting the infantryman, which they have done in a most admirable manner. They cannot replace him. Only by the rifle and bayonet of the infantryman can the decisive victory be won.

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WEATHER REPORT.

June 17th, at 12.51—No returns from Japan and Vladivostok. Pressure has increased slightly at all stations; the depression remains stationary.

Hongkong rainfall for the 24 hours ending at 10 a.m. today, 0.66 inch. Total since January 1st, 12.94 inches, against an average of 31.92 inches.

The forecast for the 24 hours ending at noon today is as follows:—

District	Forecast
Hongkong to Gap Road	S.W. winds, strong to fresh; cloudy, squally, showery.
Formosa Channel	The same as No. 1.
South Coast of China between Hongkong and Lamoo	The same as No. 1.
South Coast of China between Hongkong and Hainan	The same as No. 1.

HONGKONG-TIDE TABLE

From 15th to 24th June, 1919.

Days of Week	High WATER.			Low WATER.		
	Day	Time	Height	Day	Time	Height
Wed.	18	11.35	4.2	19	11.35	3.3
Thur.	19	11.35	4.1	20	11.35	3.4
Fri.	20	11.35	4.1	21	11.35	3.4
Satur.	21	11.35	4.1	22	11.35	3.4
Sun.	22	11.35	4.1	23	11.35	3.4
Mon.	23	11.35	4.1	24	11.35	3.4
Tues.	24	11.35	4.1	25	11.35	3.4

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RUNNING TIME VANCOUVER TO MONTREAL

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The "TRANS-CANADA LIMITED" will be devoted to First-Class Sleeping Car passengers and will consist entirely of Compartment Observation and Standard Sleeping cars. Dining car and Baggage cars.

P. D. SUTHERLAND,

General Agent, Passenger Department.

Hongkong, June 7th, 1919.

FOR NEW YORK.

BLUE FUNNEL LINE.

S.S. "EURYADES"

for NEW YORK via PANAMA, on July 5th.

For Freight and further particulars, apply to—

BUTTERFIELD & SWIRE,

Agents.

[724]

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	TO	DATE
HANKOW	YUEHAIWEI	20th June, Dlight
TIENSIN	YUEHAIWEI	20th June, Dlight
HAIPHONG	YUEHAIWEI	20th June, 8 a.m.
MANILA	YUEHAIWEI	20th June, 3 p.m.
STRAITS & CALCUTTA	YUEHAIWEI	21st June, 3 p.m.
SHANGHAI	YUEHAIWEI	22nd June, Dlight
SHANGHAI	YUEHAIWEI	22nd June, Dlight
Kobe	YUEHAIWEI	23rd June, 3 p.m.
MANILA	YUEHAIWEI	27th June, 3 p.m.

CALCUTTA LINE—This Line has now been re-organized and affords regular sailings to Calcutta via Singapore and Penang.

Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIKONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hanoi when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

TIENSIN LINE—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chiao.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS. All European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage apply to

JARDINE MATHESON & CO., LTD.

Telephone No. 215. General Managers.

THE ROYAL R.M.S.P. MAIL STEAM PACKET CO.

OWNERS OF THE "SHIRE" LINE OF STEAMERS.

FOR SAILINGS TO AND FROM THE UNITED KINGDOM AND

INTERMEDIATE PORTS.

Please Apply to—

JARDINE MATHESON & CO., LTD.

Telephone No. 215

Agents.

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, ETC.

OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT.

TICKETS SUPPLIED to ALL PARTS of the WORLD at their Rates.
 LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
 BAGGAGE collected, forwarded and insured at lowest rates.
 Cook's "FAR EASTERN TRAVELLERS' GUIDE" containing full particulars of all parts of the World will be forwarded free on application.
 Telegraphic address "COOKSON."
 Telephone No. 524.
 Hongkong Hotel Building, corner of Paddar Street and Des Vaux Road, HONGKONG.
 Also: SHANGHAI, PEKING, YOKOHAMA, MANILA.
 Chief Office—LU DECATOUBOUR, LONDON, E.C.

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to SMIRNA, DELAGOA BAY, DURBAN (Suez), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to SMIRNA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

"ELLERMAN" LINE.

(REDFERN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
or to RIZOS & Co., Canton.
General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
SWATOW and BANGKOK	CHANGCHOW	On 18th June, 11 A.M.
SHANGHAI	SUIYANG	On 19th June, 4 P.M.
SHANGHAI & "SINGTAI"	KWANGSE	On 22nd June, 11 A.M.
MANILA, CELEBES & LILLOI	TAMING	On 23rd June, 3 P.M.
HONGKONG and BANGKOK	HUPA	On 24th June, 11 A.M.
SEAN-BAI	TEAN	On 24th June, Noon
WU-ALWAI, CHEFOO, & NIENTSIN	HUICHOW	On 26th June, Noon

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly), and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wusung.

BANGKOK LINE—Weekly service to, and from Bangkok via Swatow. For Freight or Passage apply to—
BUTTERFIELD & SWIRE, Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

"HAIHONG"	... Capt. J. W. Evans	... FRIDAY,	20th June, at 1 P.M.
"QUINNEBAUG"	... Capt. J. Medina	... TUESDAY,	24th June, at 11 A.M.
"HAITAN"	... Capt. A. H. Stewart	... FRIDAY,	27th June, at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—
DOUGLAS LAPRAIK & CO.,
General Manager.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS
"ECUADOR," "VENEZUELA" AND "COLOMBIA,"
14,000 tons each.

HONGKONG TO SAN FRANCISCO,
via SHANGHAI, KORE, YOKOHAMA AND HONOLULU.

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

SAILINGS FROM HONGKONG at Noon

S.S. "VENEZUELA"		June 18th, 1919.
S.S. "ECUADOR"		July 16th, 1919.
S.S. "COLOMBIA"		Aug. 13th, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration.

Special care is given to the Cuisine, and the attendance on passengers cannot be overpassed.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN SERVICES, LTD.

For further information rates, literature, schedules, etc., apply to
Telephone 41 COMPANY'S OFFICE in Alexander Buildings, Queen Road.

P. & O. - BRITISH INDIA
& APCAR LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR
MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at Marseilles about	Due at London about
NAGOYA	21st Aug.	13rd Sept.	2nd Oct.
MALTA	4th Sept.	7th Oct.	15th Oct.

FOR
BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due at Bombay about
DUNERA	7th July	23th July

FOR
CALCUTTA VIA STRAITS & RANGOON.

JAPAN 19th July | 13th Aug.

SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

S.S.	Leave Hongkong about	SHANGHAI & KOBE
JAPAN	24th June	SHANGHAI Only.
DUNERA	24th June	SHANGHAI Only.

Tickets Interchangeable.
P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents.

N. Y. K.
NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee and St. Paul Railways.

FUSHIMI MARU		Sunday,	22nd June, at 11 a.m.
KATORI MARU (calling Manila)		Sunday,	13th July, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez & Port Said.

TAMBA MARU		Friday,	27th June, at Noon.
MISHIMA MARU		Friday,	11th July, at Noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU		Wednesday,	26th June, at 11 a.m.
NIKKO MARU		Wednesday,	23rd July, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

TOYAMA MARU		Tuesday,	16th July.
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BOMBAY & COLOMBO via Singapore.

SHINRYU MARU		Beginning of July.
TENSHIN MARU		Middle of July.

CALCUTTA & RANGOON via Singapore & Penang.

RANGOON MARU		Saturday,	28th June.
CALCUTTA MARU		Saturday,	19th July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU		Friday,	30th June, at 7 a.m.
AKI MARU		Saturday,	19th July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TOYO MARU No. 2 (Kobe direct)		Thursday,	19th June.
KITANO MARU		Monday,	23rd June, at 11 a.m.
SHIMBU MARU		Saturday,	28th June.
INABA MARU		Friday,	11th July, at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, South American ports via Cape, etc.).

For further information apply to—NIPPON YUSEN KAISHA.
Telephone Nos. 223 & 224. H. YASUDA, Manager.

TOYO KISEN KAISHA

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—(subject to Change Without Notice)

Steamer	Tons	Leave Hongkong
PERSIA MARU	8,000	June 18th, at 10.30 a.m.
KOREA MARU	20,000	June 25th.
NIPPON MARU	11,000	July 7th.
TENYO MARU	21,000	July 20th.
SIBHRIA MARU	20,000	July 29th.
SHINYU MARU	22,000	Aug. 13th.

* Calling at Keelung

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, BALISE, CHILE, BALBOA, CALLAO, ARICA.

THEORY BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

Steamer	Tons	Leave Hongkong
SEIKYO MARU	17,300	July 14th.
ANYO MARU	18,500	Sept. 10th.
SEIYO MARU	14,000	Nov. 4th.

* Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, LTD. and the PACIFIC MAIL STEAMSHIP CO.

Passengers may travel by Rail between Ports of Call in Japan free of Charge.
For full information as to rates, sailings, etc., apply to—
T. DAIGO, Manager, King's Building.

Telephones 2374 and 2375.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DISTINCTION	STEAMER & DISPLACEMENT	SAILING DATE.
SHANGHAI, KOBE & YOKOHAMA	"NERA" 10,000	On or about 20th June
	"ANDRE LEBON" 12,000	On or about 24th July.
	"PAUL LECAT" 12,000	On or about 18th Aug.

MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DUBOULT, SUEZ, PORT SAID
"NERA" 10,000 ... On or about 19th July.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURTET,
Acting Agent,
Queen's Building.

Telephone 740.

O. S. K.

OSAKA SHOSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said.
"ANDES MARU" Saturday, 21st June
"AMAZON MARU" End of July.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

"SIAM MARU" Thursday, 19th June.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN AND CAPE TOWN via SINGAPORE.

"HAWAII MARU" Wednesday, 25th June.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"SIAM MARU" Thursday, 19th June.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z., and ADELAIDE.

"KORSO MARU" Wednesday, 9th July.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"MEXICO MARU" Wednesday, 25th June.

HAIPHONG—Three times a Month service.

"DAITOKU MARU" Wednesday, 18th June

JAPAN PORTS—Moji, Kobe, Yokkaichi, Yokohama.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

For TAKAO via SWATOW AND AMOY.

"SOSHU MARU" Thursday, 19th June, at 9 a.m.

For KEELUNG via SWATOW AND AMOY.

"AMAKUSA MARU" Sunday, 22nd June, at 10 a.m.

For sailing dates and further particulars please apply to—

Y. YASUDA,
Manager,
No. 1, Queen's Building.

Tel. No. 744 and 745.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (12,000 tons, American Registry) "CHINA" (10,000 tons, American Registry)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.
"NANKING" Aug. 18th, 1919. "CHINA" July 2nd, 1919.

An unsurpassed high-class passenger service.

Prince's Buildings O. H. RITTER, Freight and Passenger Agent, 100 House Street. Tel. 1943

POST OFFICE NOTICE.

INWARD MAILS.

FROM	PER	DATE
U.S.A. CANADA and JAPAN	Korea Maru	18th June
AUSTRALIA and MANILA	Nikko Maru	18th June
STRAITS	Chongchou	18th June
CANADA, U.S.A. and SHANGHAI	Togo Maru	18th June
STRAITS and COLOMBO	Empress of Japan	20th June
CANADA, U.S.A. and SHANGHAI	Kikyo Maru	22nd June
STRAITS	China	24th June
	Huichuan	24th June

OUTWARD MAILS.

FOR	PER	DATE
Swatow and Bangkok	Chongchou	Wednesday, 18th, 8.00 A.M.
Japan via Nagasaki, Honolulu, Canada, United States, Central and South America and EUROPE via SAN FRANCISCO	Persia Maru	Wednesday, 18th, 8.45 A.M. Letters 8.30 A.M.
*Shanghai and North China	Pak Wo	Wednesday, 18th, 10.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via Kobe, HONOLULU, CANADA, UNITED STATES, CENTRAL and SOUTH AMERICA and EUROPE via SAN FRANCISCO	Venezuela	Wednesday, 18th, 10.30 P.M. Letters 10.30 P.M.
Bangkok	Asian Maru	Wednesday, 18th, 4.00 P.M.
Swatow, Amoy and Formosa via Takao	Sowu Maru	Thursday, 19th, 8.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Bombay, Aden and Egypt	Sowu Maru	Thursday, 19th, 9.00 A.M.
Japan via Nagasaki	Nikko Maru	Thursday, 19th, 10.00 A.M.
*Shanghai and North China	Gicela	Thursday, 19th, 11.00 A.M.
Philippine Islands	Swing	Thursday, 19th, 3.00 P.M.
Swatow, Amoy and Formosa	Gicela	Friday, 20th, 1.00 P.M.
Philippine Islands	Yuenan	Friday, 20th, 3.00 P.M.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via SUEZ	Togo	Saturday, 21st, 12.4 P.M. Letters 1.3 P.M.
The Parcel Mail will be closed on Friday, June 20th, at 5 P.M.		
Shanghai and North China	Riviera	Saturday, 21st, 5.00 P.M.
Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America and EUROPE via CANADIA	Fushina Maru	Sunday, 22nd, 9.00 A.M.
Swatow, Amoy and Formosa via Keelung, Shanghai, N. China, and Japan via Kobe	Amakusa Maru	Sunday, 22nd, 9.09 A.M.
Philippine Islands	Kikyo Maru	Monday, 23rd, 10.00 A.M.
*Swatow and Bangkok	Tamagawa	Tuesday, 24th, 10.00 A.M.
Swatow, Amoy and Formosa	Yuenan	Tuesday, 24th, 1.00 P.M.
Philippine Islands, Australia, and New Zealand via Thursday Island	Tamagawa	Wednesday, 25th, 8.45 A.M. Letters 9.30 A.M.
Shanghai, N. China Japan via Nagasaki, Canada, United States, Central and South America and EUROPE via CANADIA	Empress of Japan	Wednesday, 25th, 9.45 A.M. Letters 10.30 A.M.
Weihaiwei, Chefoo and Tientsin	Huichuan	Thursday, 26th, 11.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via SUEZ	Tamagawa	Friday, 27th, 8.45 A.M. Letters 10.30 A.M.
Swatow, Amoy and Formosa	Huichuan	Friday, 27th, 1.00 P.M.

* Correspondence bearing vessel's name only.

LOCAL AND REGULAR MAILS OUTWARD.

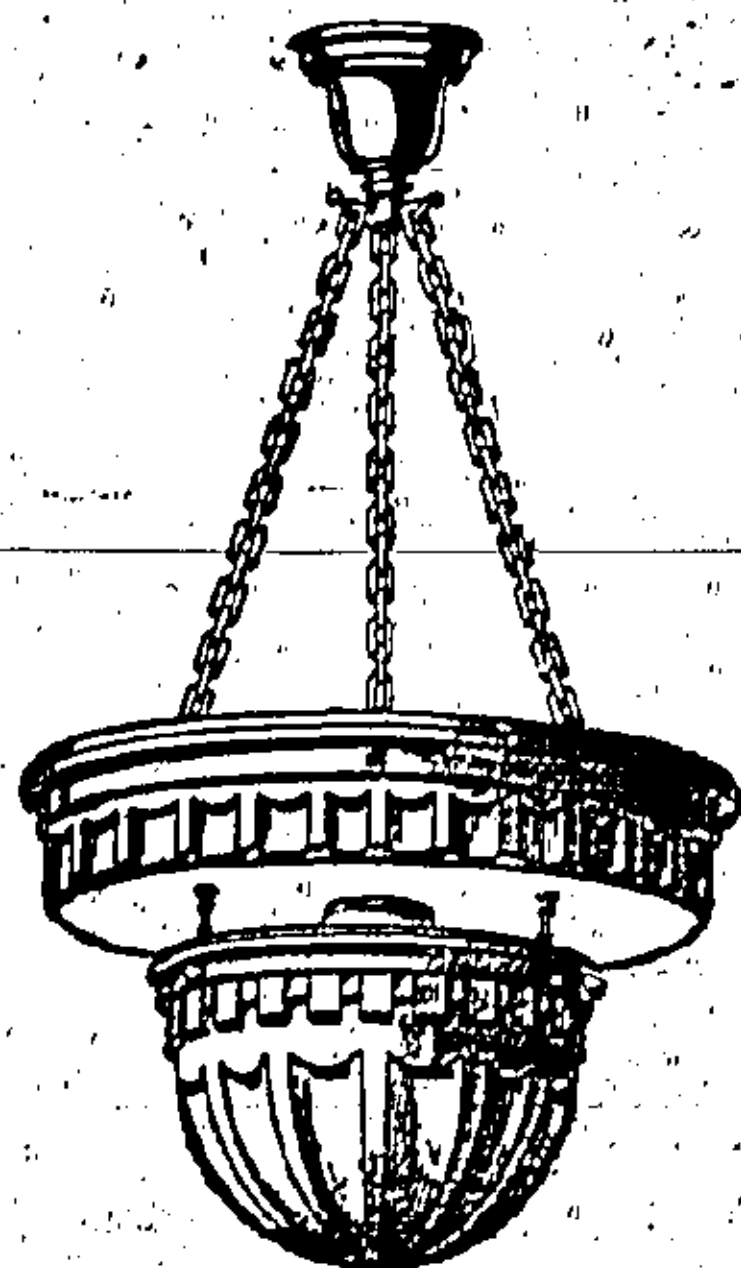
FOR	ON WEEK-DAYS	ON SUNDAYS & HOLIDAYS
Tai O	10.00 A.M.	10.00 A.M.
Tai Po	10.00 A.M.	10.00 A.M.
	3.30 P.M.	
Cheung Chow	4.00 P.M.	11.00 A.M.
	1.00 P.M.	5.00 P.M.
Shataukok, Shatin, Sheungshui, Antau, Ping Shan and Santin	4.00 P.M.	11.00 A.M.
Aberdeen, Sai Kung and Stanley	4.30 P.M.	
Canton and Samahui	7.30 A.M. Reg. 5.00 P.M. Letters 8.00 P.M.	5.00 P.M.
*Canton (By Train)	2.00 P.M.	
Wuchow	4.00 P.M.	10.00 A.M.
Macao	7.30 A.M. 1.30 P.M.	8.15 A.M.
Kongmoon	8.00 P.M.	5.00 P.M.
Namtau and Sammei	Except Saturday	5.00 P.M.
Shamchun	10.00 A.M. 4.00 P.M.	10.00 A.M.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

ELECTRICAL FITTINGS

For the latest types of Lamps and Fans.
Visit our Electrical Show Room at 14, Des Vaux Road.

One centre ceiling
light replaces four
or five ordinary
bulbs and gives
a more diffused
light with the
"BRASCOLITE"
FITTING.



Prepare for the
warm weather and
send your fans in
to be cleaned and
plated.
A new stock of
the latest models
due to arrive.

WILLIAM C. JACK & CO., LTD.

COMMERCIAL.

OPENING QUOTATIONS.

ON LONDON.—	June 17th.
Telegraphic Transfer	... 100/11
Bank Bills, on demand	... 100/11
Bank Bills, at 30 days' sight	... 100/11
Bank Bills, at 4 months' sight	... 100/11
Credit, at 4 months' sight	... 100/11
Documentary Bills, 4 months' sight	... 100/11
ON PARIS.—	
Bank Bills, on demand	... 100/11
Credit, at 4 months' sight	... 100/11
ON NEW YORK.—	
Bank Bills, on demand	... 100/11
Credit, at 30 days' sight	... 100/11
ON HONGKONG.—	
Telegraphic Transfer	... nom.
Bank Bills, on demand	... nom.
ON CALCUTTA.—	
Telegraphic Transfer	... nom.
Bank Bills, on demand	... nom.
ON SHANGHAI.—	
Bank Bills, at sight	... nom.
Private, 30 days' sight	... nom.
ON YOKOHAMA.—On demand	... 100/11
ON MANILA.—On demand	... 100/11
ON SINGAPORE.—On demand	... 100/11
ON BATAVIA.—On demand	... 100/11
ON HAMBURG.—On demand	... nom.
ON SAIGON.—On demand	... nom.
ON BANGKOK.—On demand	... 100/11
SOTTERHINGS, Bank's Buying Rate	\$ 5.36
GOOD LEAF, 100 fine, per ton	\$ 39.20
RAT SILVER, per oz.	\$ 4.36